the Sixth Five Yea$_r$ TTan, Th May, 1982, Air India projected an average annual growth of traflic at 9^8 per cent, but this level eould not be achieved due to tbe increase in fuel prices and other factors.

Cd) Initially, Air India's projection of average traffic growth during Seventh Five Year Plan period was 8 per cent. Modi-ified projections vary between 4 oer cent to 6 per cent.

Linking of travel agencies with Indian Airline computer centre

362. SHRIMATI SUDHA VIJAY JOSHI: SHRIMATI AMARJIT KAUR.-

Will the Minister of TRANSPORT he pleased to state;

(a) whether there is any proposal under Government's consideration to lint travel agents offices with the Indian Air- . lines computer centre for the speedy confirmation of reservations;

(b) whether any criterion has been laid ^{down} *°r selection of such travel agents; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) No, sir. The proposal j$_s$ in Ihe preliminary stage of discussions with the Travel Agents' Association of India.

(c) Does not arise.

Revised DTC bu$_s$ fares

363. SHRI J. P. GOYAL;
SHRI INDRADEEP SINHA; SHRI SYED AHMED HASHMl. SHRI F. M. KHAN:

Will the Minister of TRANSPORT he pleased to state;

(a) whether it is a fact that Govern, ment ^{fi}ave recently revised fares on the Delhi Transport Corporation buses;

(b) if so, what are the details thereof;

(c) what ar$_e$ the reasons for increasing the fares to such an extent; and

(d) whether Government propose to withdraw the increase?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) Yes, Sir.

The details of the fares upto 7-2-1986 and from 8-2-1986 are given hereunder:-

Distance (in Kms.)	Fares (in paise) upto 7-2-86
0—4	30
4—16	40
16—20	50
20+	75

Distance (in Kms)	Fares (in paise) from 8-2-86
0—6	50
6—16	100
16+	150

(c) DTC has been incurring losses since its inception and was operating on a sialic, uneconomic and low fare stiucture. DTC ha$_s$ ^{Deen} charging more or less the same fares over the last 35 years except with slight adjustments for conversion into decimal, coinage, and rationalisation made in February, 1979.

On the other hand, the cost of inputs especially the material & labour inputs which are the two major components of cost, hav$_e$ been showing spiralling increases over the years. The working cost in 1971 was Rs. 1.58 per km. whereas at the end 1984-85, it is Rs, 5.21 pe$_r$ km, ie-cording an increase of 23 per cent ovei 1970-71. In order to mobilise additional resources and to reduce the incidence ot working losses, Government had approv-ed implementation of the above revised fare structure effective from 8-2-1986.

(d) No such proposal is under consi. deration at present.